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THE MIRROR

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WITH DESCRIPTIONS, HISTORICAL, CRITICAL, AND TOPOGRAPHICAL.

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OF
CAPT. PARRY, ROSS & FRANKLIN

FROM
FEB 70 1823.
Delivered gratis, with the Mirror & Published by J. Thompson, 355 Strand.

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The Mirror

OF

LITERATURE, AMUSEMENT, AND INSTRUCTION.

No. LVII.]

SUPPLEMENTARY NUMBER.

[Price 2d.]

HISTORY OF NORTH POLAR EXPEDITIONS.

BEFORE we proceed to an account of Captain Parry's last voyage, we shall give a succinct history of the attempts of former voyagers, to discover a North Polar passage from the Atlantic to the Pacific Ocean. This is one of the most important geographical problems that yet remains to be solved; and, independent of the temporary interest which the recent voyage of Captain Parry has given to the subject, we know of none more deserving the attention of the first maritime power in the world: the Doges of Venice were wedded to the humble Adriatic, but the King of Great Britain has the ocean for his bride: and we know of no better use that can be made of our naval supremacy and wealth, than in endeavouring to enlarge the boundaries of science, and thus to enable us to continue the first in arts, as we are in arms.

The discovery of a North-West passage to China, has by some been considered as only one of the dreams of the philosopher, and by others, slighted, on the ground of the very questionable advantages that would result from it; but we trust that neither of these objections will prevent the British government from continuing to send out one expedition after another, until the passage is either discovered, or it is ascertained that no such passage exists. To a nation like this, such expeditions are honourable, even in their failure; and, although they may not succeed in the main object for which they are sent out, yet the least successful contributes something towards a more correct knowledge of the Arctic Regions, and thus paves the way for future discoveries. Such has been particularly the case with the expeditions of Captain Parry, as well as in preceding voyages, of which we shall now proceed to give an account, in order to enable our readers to become perfectly acquainted with the progress of discoveries in those regions of perpetual ice.

Before discovery had overturned the theories of philosophers, the seas in the frigid zone were considered as quite unmanageable, and the lands such as no

human being could inhabit. Such were the opinions of the ancients, and they continued prevalent, until Mr. Boyle denied that the Pole was either the sole source, or the principle of cold; and it has since been discovered, that there is a diversity in the element of the frigid, as well as the torrid zone.—Charlton Island, for instance, where Captain James wintered, lies in the most southern part of Hudson's Bay, and is of the same latitude as Cambridge, and yet the cold is almost intolerable, while the servants of the Hudson's Bay Company trade in places ten degrees nearer the Pole, and yet feel no such inconvenience; but to shew that heat and cold do not altogether depend on latitude, we need only state, that Moscow is in the same latitude as Edinburgh, and yet the climate is essentially different. We now proceed to an account of

EARLY VOYAGES TOWARDS THE NORTH POLE.

When the first prejudices against exploring the Arctic Regions had been removed, others were started. The States General of Holland, at the instance of the East India Company, discouraged it; and navigators who had failed, themselves declared all attempts were fruitless. The discovery of America, by Columbus, was, however, one important step towards a knowledge of the Arctic Ocean; and so early as the reign of Henry VIII. the possibility of reaching India by the North Pole, was suggested by Robert Thorne, a merchant of Bristol. In 1527, he wrote a letter to that monarch, and another to Dr. Ley, the king's ambassador in Spain, strongly urging the attempt. "God knoweth," says he, in his memorial to the king, "that though by it I should have no great interest, yet I have had, and still have, no little mind of the business, so that if I had faculty to my will, it should be the first thing that I would undertake, even to attempt, *if our seas northward be navigable to the Pole or no.*"

Thorne's advice was neglected, and although Borne in his "Regiment of the Sea," printed in 1577, and George Best, a navigator, who accompanied

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Sir Martin Frobisher, recommended the project, yet no attempt was made to explore the Arctic seas, until the year 1607, when Henry Hudson was sent out by some public-spirited merchants of London, "to discover a passage by the North Pole to Japan and China."—He penetrated as far as 80. 23. latitude, when the ice and the land prevented his proceeding farther. Next year he was employed to attempt a North-East passage, but was equally unsuccessful.

These failures did not wholly discourage the London merchants, and in 1609, the Muscovy Company sent out Jonas Poole, in the *Amity*, who made many accurate observations on the coast of Spitzbergen, and reached as far as 79. 50. when he was obliged to return. In 1611, he was again sent out in the whale-fishery, but with discretionary power, to attempt discoveries to the North Pole, if he saw any prospect of success.* He reached the 80. of North latitude, when the ice prevented his further progress, and he returned to the fishery of Spitzbergen, where he lost his ship.

In the year 1614, Baffin and Fotherby were sent out on a new voyage, which was abortive, as was another by Fotherby in the following year; but though unsuccessful, he was by no means convinced that success was unattainable, and he recommended that the Muscovy Company should yearly adventure 150*l.* or 200*l.* for making further discoveries.

Baffin, the accurate and authentic Baffin, made a second voyage, in a ship called the *Discovery*, which was fitted out by some merchants in 1616. It was in this voyage that he discovered the Bay to which he gave his name, and the existence of which had become doubted, until it was fully confirmed by the voyage of Captain Ross, more than two centuries after Baffin had explored it.

Hitherto every attempt at discovering the North Polar passage, had been made either by individuals, or by mercantile companies; and so indifferent was government to the subject, that it was not until the year 1773, that

an expedition, purely national, was fitted out; this was the expedition of Captain Phipps, afterwards Earl Mulgrave, which we shall notice hereafter. But although government suffered the investigation of a Northern Passage to be neglected for a period of two centuries and a half after it was suggested by Thorne, yet much valuable information was at different times obtained relative to the navigation of the circum-polar sea, by vessels employed in commercial enterprise, some of which, there is reason to believe, approached much nearer the Pole than any of the vessels purposely sent out for that object. As, however, the masters of the whalers were not scientific men, their statements are to be received with caution; but the Hon. Danes Barington, who paid much attention to the subject, is inclined to credit them, and gives the following recapitulation of near approaches to the Pole.

Captain John Reed . . .	80° 45'
Captain Thomas Robinson (for three weeks) . . .	81 —
Captain John Phillips . . .	81 odd min.
James Hutton, Jonath. Wheatley, Thos. Robinson, John Clarke, (four instances) . . .	81 30
Captains Cheyne & Thew (two instances) . . .	82 —
Cuny and David Boyd (two instances) . . .	82 odd min.
Mr. George Ware . . .	82 15
Mr. John Adams and Mr. James Montgomery (two instances) . . .	83 —
Mr. James Watt, Lieut. R. N.	83 30
Five ships in company with Hans Derrick . . .	86 —
Captain Johnson and Dr. Dallie (two instances; to which, perhaps, may be added Capt. Monson, as a third) . . .	88 —
Relation of two Dutch masters to Capt. Goulden . . .	89 —
Dutch relation to Mr. Grey	89 30

The two last are the most remarkable, and the evidence on which they rest was given to the Royal Society in 1662-3, when that body proposed nineteen queries concerning Greenland. Among the answers which they received, was one from Mr. Grey, who had been in these seas, and who states—"I once met, upon the coast of Greenland, a Hollander that swore he had been but

* In the *Literary Chronicle*, a periodical which has devoted much attention to the subject of Arctic discoveries, it is suggested, that Whalers should be encouraged to prosecute the attempt of a North Pole passage, whenever they saw a prospect of success, and that government should indemnify them for the risk of their cargoes.

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half a degree from the Pole, showing me his journal, which was also attested by his mate, where they had seen no ice or land, but all water.' Mr. Boyle mentions a similar account as that of Mr. Grey, which he received from an old Greenland master, on the 5th of April, 1676; and, according to Wood, who sailed on the discovery of a north-east passage to Japan, in 1676—'Captain Goulden, who had made above thirty voyages to Greenland, did relate to his Majesty, that, being at Greenland some twenty years before, he was in company with two Hollanders to the eastward of Edge's Island, and that the whales not appearing on shore, the two Hollanders were determined to go farther northward, and, in a fortnight's time, returned, and gave it out that they sailed into the latitude 89., and that they did not meet with any ice, but a free and open sea; and that they there run a very hollow *gromm* sea, like that of the Bay of Biscay. Mr. Goulden not being satisfied with the bare relation, they produced him four journals, out of the two ships, which testified the same, and that they all agreed within four minutes.' Wood, having been unsuccessful himself, treats this account as fabulous. The Dutch journals, however, produced to the States-General in 1665, on the application for a discovery of the north-east passage to Japan, state having been in north latitude 88. 56., and the sea open.

Without however contending for the strict accuracy of these statements, we may observe that recent discoveries have not proved them to be altogether impossible. Mr. Barington, to whom we have already alluded, felt so far assured of their truth as to prevail on the Royal Society to recommend an expedition to be fitted out by government; and this brings us to

CAPT. PHIPPS' VOYAGE.

The first expedition fitted out by Government for exploring the North-west Passage was in 1773, when two vessels, the *Racehorse* and *Carcass* bomb, were prepared in a suitable manner, and the command given to Captain Phipps, who sailed in the *Racehorse*, while Captain Lutwidge commanded the *Carcass* bomb. The vessels sailed from the *Nore* towards the end of May, and on the 4th of July reached latitude 79. 31., when they confirmed the position of *Magdalena Hook*, as observed by *Fotherby* in 1614, and the time of high water as stated by *Baffin*. Three days

afterwards the ice set in very close, and for thirteen days the vessels were much tossed about amid the ice; they however contrived to make a little way, and on the 1st of August were in latitude 80. 37., when there was no appearance of open water, except a little towards the west point of the north-east land. Next day the ships drove considerably to the eastward; and on the following day the sailors were employed in cutting a passage through the ice, which was twelve feet thick, in order to warp through the small openings to the westward; but although this labour was continued the whole day, the ships were only moved about three hundred yards to the westward through the ice. Still the crews persevered, and on the 11th of August the ships came to an anchor in the harbour of *Smeerenberg*, close to *Amsterdam Island*, the westernmost part of which is *Haclyt's* headland—a point regularly resorted to by the Dutch fishermen, who boiled their whales down here. Captain Phipps had a tent pitched on shore in order to make observations: "Opposite to the place where the instruments stood," says Captain Phipps, in his *Narrative of the Voyage*, "was one of the most remarkable icebergs in this country, about three hundred feet high, with a cascade of water issuing out of it. The black mountains, white snow, and beautiful colour of the ice, make a very romantic and uncommon picture. Large pieces frequently break off from the icebergs, and fall with great noise into the water: we observed one piece which had floated out into the bay, and grounded in twenty-four fathom; it was fifty feet high above the surface of the water, and of the same beautiful colour as the iceberg."

The wind springing up the vessels were able to get out of the ice, and on the 22d of Aug. they set sail on their return, after, says Captain Phipps, having had "the fullest opportunity of ascertaining repeatedly the situation of that wall of ice, extending for more than twenty degrees, between the latitude of 80. and 81. without the smallest appearance of any opening."

Thus terminated the voyage of Capt. Phipps, the result of which led to a belief that 80.½ was the boundary of the navigable ocean, which, says Mr. Barington, who was much disappointed at the result of the expedition, "is not a degree beyond the most common station of the Greenland fisheries." Government seemed to be disheartened,

though Barington was not, and nearly another half century was suffered to elapse before any new attempt was made to discover a North Polar passage. This was in the year 1818, when two new expeditions were sent out to traverse those regions where "Pale suns unfelt, at distance roll away,
And on th' impassive ice the lightnings play."

One expedition consisted of the *Isabella* of 385 tons, commanded by Capt. John Ross, and her tender the *Alexandria*, commanded by Lieutenant Purry, who has since distinguished himself by two other voyages, in which he had the chief command. The other expedition consisted of the *Dorothea*, 380 tons, commanded by Capt. Buchan, and the *Trent* commanded by Capt. Franklin. It is understood that Capt. Buchan's instructions were to sail direct for the Pole, but all that is known of his voyage is, that he returned safe, and that the Admiralty have not suffered the slightest account of the expedition to be published. The same caution was not observed with

CAPT. ROSS'S VOYAGE.

Every thing that the improvements of science could supply or experience suggest, was done to prepare the expedition of 1818, for encountering the dangerous enterprise, and Captain Ross, in this respect, sailed under such advantages as had never before been possessed by any navigator. His official instructions were, that he should make the best of his way to Davis's Straits, ascertain the direction of the currents, avail himself of every means of improving the geography and hydrography of the Arctic Regions, collect specimens of the animal, mineral, and vegetable kingdoms, &c.; but the main object of the enterprise was, "the solution of the long-agitated question respecting the existence of a passage from the Atlantic to the Pacific Ocean, by way of Davis's Straits and Baffin's Bay." If he succeeded in doubling the north-east Cape of America, and getting into the Pacific Ocean by Behring's Straits, he was to winter there, and return, if it could be prudently attempted, by the same route.

Capt. Ross took out with him John Saccheuse, an Esquimaux, a native of South East Bay, Greenland, who had concealed himself on board a Leith whaler, and been brought to this country in 1816. Saccheuse was an intelligent creature, and of considerable

service to Capt. Ross in his intercourse with the natives of those Northern climes.

The vessels left Shetland on the 3d of May, 1818, and on the 23d of July, reached 75 deg. 12 min. of north latitude. On the 9th of August, when in latitude 75. 55. north, longitude 65. 32. west, they were surprised by the appearance of several men on the ice. These belonged to the previously unknown tribe of Esquimaux, and inhabit a country to which Captain Ross gave the name of Arctic Highlands. It is situated in the north-east corner of Baffin's Bay, between the latitudes of 76 and 77. 40. north, and the longitudes of 60. and 72. west, thus extending on the sea-shore for 120 miles in a north-west direction; the breadth, where widest, does not exceed 20 miles, and towards the extremities is reduced to nothing. It is bounded on the south by an immense barrier of mountains covered with ice, which takes its rise in latitude 74. 30., and extends to 76. north.

The highest northern latitude reached by the expedition, was 76. 57. when, on the 23d of August, they 'successfully made out the north and south points of the land across the bottom of a bay, or inlet, which answered Baffin's description of Jones's Sound.' These they named Capes Hardwicke and Caledon; and, as a ridge of mountains was seen to extend quite across the bottom of it, it was determined there could be no passage in that direction, and they began to beat to the southward, where they made no new discovery, but confirmed the accuracy of Baffin. Captain Ross, finding that, according to his instructions from the Admiralty, as to the time of his leaving the ice, that he had but eight days remaining to explore the remainder of Baffin's Bay, a distance of about 400 miles, one half of which had never been examined, he proceeded to that spot where he was led to expect the current, but he did not find the least indication of a passage. He then traversed the rest of the bay, and came to this hasty conclusion, that in proving 'the existence of a bay from Disco to Cumberland Strait,' he had 'set at rest for ever the question of a north-west passage in that direction.' Captain Ross then left the ice, and reached Shetland on the 30th October, without losing a man, or having either officer or man on the sick-list during the voyage.

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lions an attention to orders should have been observed, since some of the persons in the expedition were of opinion that a passage through Lancaster Sound was not to be despaired of at the moment when Capt. Ross turned back, and declared there was no passage. The Captain explored Baffin's Bay to the distance of about 80 miles, when he fancied he saw a connected chain of mountains at eight leagues distance, to which he gave the name of Croker's Mountains; but that he was mistaken, was proved by Capt. Parry, who in his first voyage sailed over these mountains, and penetrated about four hundred miles beyond them. The mountains are now therefore converted into a bay, to which the name of the Secretary to the Admiralty is still given.

But though the expedition failed of its object, Capt. Ross was enabled to make some contributions to science; he brought over some pieces of meteoric iron, and a quantity of red snow, on which our chemists have hitherto been unable to decide as to the means by which it is coloured. He met with a tribe of Esquimaux, with whom Saccheuse opened an intercourse, after considerable caution on their part.

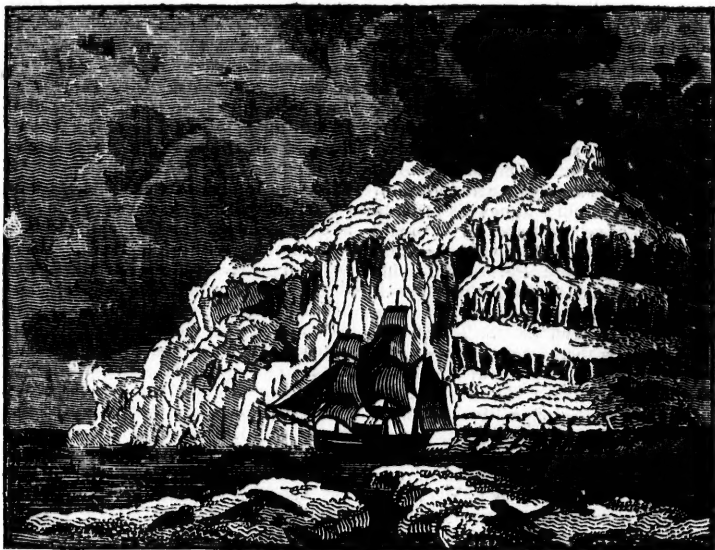
They first, says Capt. Ross, in the Narrative of his Voyage, pointed to the ships, eagerly asking, "What great creatures those were?" "Do they come from the sun or the moon?" "Do they give us light by night or by day?" Saccheuse told them that he was a man, that he had a father and mother like themselves; and pointing to the South, said that he came from a distant country in that direction. To this they answered, "That cannot be, there is nothing but ice there." They again asked, "What creatures these were?" pointing to the ships; to which Saccheuse replied, that "they were houses made of wood." This they seemed still to discredit, answering, "No, they are alive, we have seen them move their wings." Saccheuse now inquired of them, what they themselves were; to which they replied, that they were men, and lived in that direction, pointing to the North; that there was much water there, and that they had come here to fish for sea unicorns.

Among other amusements afforded to the officers and men on board, by their trials on the inexperience of the natives, was the effect produced on them by seeing their faces in a magnifying mirror. Their grimaces were highly

entertaining, while, like monkeys, they looked first into it, and then behind, in hopes of finding the monster which was exaggerating their hideous gestures. A watch was also held to the ear of one, who supposing it alive, asked if it was good to eat. On being shewn the glass of the skylight and binnacle, they touched it, and desired to know what kind of ice it was. During this scene, one of them wandered to the main hatchway, and stooping down, saw the serjeant of marines, whose red coat produced a loud exclamation of wonder, while his own attitude and figure did not less excite the surprise of our tars, who, for the first time, discovered some unexpected peculiarities in the dress of the natives.

Another party of the natives afterwards went on board, and Capt. Ross endeavoured to discover the nature of their amusements. "One of them," he says, "accordingly began immediately to distort his face, and turn up his eyes in a manner so exactly resembling the appearance of a person in a fit of epilepsy, that we were convinced this accident had happened, and I was about to call for assistance from the surgeon. I was, however, soon undeceived, as he immediately proceeded to execute, in succession, a variety of extraordinary gestures and attitudes, accompanied by the most hideous distortions of countenance. Like the similar amusements of very different climates, these contained the indecent allusions which are well known to form an essential feature in the dance of many nations, in other respects far advanced in civilization. The body was generally in a stooping posture, and the hands resting on the knees. After a few minutes, the performer began to sing '*Amnah ajah*,' and in a very short time the second performer, who had been looking at the other in silence, began, as if inspired, to distort his face, and imitate the indelicate attitude of the first, and soon after to sing as chorus, '*Hejau, hejau*.' After this had continued with increasing energy for ten minutes, the tune was suddenly changed to a shrill note, in which the words '*Weehee, weehee*,' were uttered with great rapidity. They then approached each other, by slipping their feet forward, grinning, and in great agitation, until their noses touched, when a savage laugh ended this extraordinary performance."

We now come to by far the most important of all the North Polar expeditions in point of scientific discovery;



CAPT. PARRY'S FIRST VOYAGE.

The failure of Capt. Ross's expedition, so far from discouraging the British government, seems to have given it a new impulse, and scarcely had he returned, when another expedition was determined on, the command of which was given to the sub-commander under Captain Ross, Captain Parry. Two vessels, the Hecla and the Griper, the first commanded by Capt. Parry, and the latter by Lieut. Liddon, were prepared with all the strength that naval architecture could devise, and with a due regard to the comfort of the adventurous crew, most of whom had been in Capt. Ross's expedition; their wages were double the ordinary pay of the navy. The official instructions to Captain Parry were to proceed to Davis's Straits, then to Lancaster Sound, which he was to explore, and, passing through it, proceed to Behring's Straits: but if he failed in passing this way, he was to proceed to Alderman Jones's Sound and Sir Thomas Smith's Sound; and if still unsuccessful, he was directed to return to the southward down Baffin's Bay, and endeavour to make way through Cumberland's Strait, or any opening that might lead him to the seas adjoining the eastern or northern coast of America, and pursue his voyage along that coast to the northward or westward to Behring's Straits. If he passed these Straits, he was then to proceed by way of Kamtschatka to the Sandwich Islands,

Canton, or any place he deemed proper; he had also discretion to winter in the Arctic Regions, and was fully provided with provisions, fuel, &c. for the purpose.

The Hecla and the Griper sailed from the Nore on the 10th of May, 1819; and on the 15th of June, when about latitude 58. 52. and longitude 48. 12. they fell in with the first stream of ice, for so a number of pieces joining each other in a ridge are technically called. On the 24th the ships were immovably beset, and some of the officers of the expedition walked a mile from the ships on the ice. Here they remained locked until the 30th, when they were able to move them a little. A southerly swell dashed the loose ice with a tremendous force against the bergs, sometimes raised a white spray over the latter more than a hundred feet, and being accompanied with a loud noise, exactly resembled the roar of distant thunder, presenting a scene at once sublime and terrific. On the 20th, when the ships were in lat. 72. 57. long. 58. 40. the Hecla drifted towards an immense iceberg, which was about a hundred and forty feet high, and from the soundings taken near it, it must have been aground in one hundred and twenty fathoms, so that its whole height was about eight hundred and sixty feet. Of this stupendous iceberg the above is a view, copied from a drawing made at the time by Lieutenant Beechey.

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Independent of the icebergs which the ships had to avoid, they were compelled to plough their course through ice-floes, and at other times to saw their way, when the ice was too formidable for the ship's stem to break. On the 1st of August Captain Parry entered Lancaster Sound, and on the 30th the Hecla reached lat. 74. 25., long. 80. 64., when the most confident hopes of ultimate success were entertained. The compasses now became sluggish, and soon afterwards were wholly useless. On the 22d, the vessels entered the Polar Sea; and on the 4th of September, they crossed the meridian of 110 deg. west from Greenwich, in the latitude of 74. 44., by which the officers and crews were entitled to the Government reward of 5,000*l*. In order to commemorate the event, a bluff headland, that they had just passed, was called Bounty Cape. On the following day they dropped anchor for the first time since quitting the English coast, in a roadstead, which was called the Bay of the Hecla and Griper; and the crews landed on the largest of the islands, which was called Melville Island. Here the British flag waved where flag never waved before, and the sailors set out on shooting excursions, when three of them, who lost their way, were ninety-one hours exposed to all the severity of this horrible climate. The group of islands discovered here, and which will be clearly seen in our map, were called the North Georgian Islands, and three days were devoted to cutting a passage through the ice to a safe wintering place, which was called Winter Harbour. The ships had now reached that point where they seemed destined to remain at least eight months, during three of which they were not to see the face of the sun. The crews were in excellent health, and every care was devoted to their comfort. As they were left in a state of leisure and inactivity, Capt. Parry had a theatre fitted up, of which Lieutenant Beechey was manager, and a weekly newspaper was commenced, called *The North Georgia Gazette, and Winter Chronicle*, which Capt. Sabine edited. Several articles in this little work are entitled to notice, even in a literary point of view, particularly some poetic effusions, two of which we select. The first is entitled,

Lines suggested by the Brilliant Aurora, Jan. 15, 1820.

High quiv'ring in the air, as shadows fly,
The northern lights adorn the azure sky.

Dimm'd by superior blaze, the stars retire,
And heav'n's vast concave gleams with sportive fire.
Soft blazing in the east, the orange hue,
The crimson, purple, and ethereal blue,
Form a rich arch, by floating clouds upheld,
High poised in air, with awful mystery swell'd;
From whose dark centres, with unceasing roll,
Rich coruscations gild the glowing pole.
Their varied hues, slow waving o'er the bay,
Eclipse the splendour of the dawning day;
Streamers in quick succession o'er the sky
From the arc's centre far diverging fly;
Pencils of rays, pure as the heaven's own light,
Dart rapid upward to the zenith's height.

Transfix'd with wonder on the frozen flood,
The blaze of grandeur fired my youthful blood;
Deep in th' o'erwhelming maze of Nature's laws,
'Midst her mysterious gloom, I sought the cause;
But vain the search! inscrutable to man
Thy works have been, O God! since time began,
And still shall be—Then let the thought expire;
As late the splendours of Aurora's fire
To dark oblivion sunk, in wasting flame;
Like the dim shadows of departed fame!

The following beautiful lines were written by Captain Parry:

Reflections on seeing the Sun set for a period of Three Months, November, 1819.

Behold yon glorious orb, whose feeble ray
Mocks the proud glare of Summer's livelier day;
His noon-tide beam shot upward thro' the sky,
Scarce gilds the vault of heaven's blue canopy—
A fainter yet, and yet a fainter light—
And lo! he leaves us now to one long cheerless night!
And is his glorious course for ever o'er?
And has he set indeed—to rise no more?

To us no more shall Spring's enliven-
ing beam,
Unlock the fountains of the fetter'd
stream?
No more the wild-bird carol through
the sky,
And cheer yon mountains with rude
melody?
Yes! once more shall Spring her ener-
gy resume,
And chase the horrors of this wintry
gloom—
Once more shall Summer's animating
ray
Enliven nature with perpetual day—
Yon radiant orb, with self-inherent
light,
Shall rise and dissipate the shades of
night;
In peerless splendour re-possess the
sky,
And shine in renovated majesty.
In yon departing orb methinks I see
A counterpart of frail mortality.
Emblem of man! when life's declining
sun
Proclaims this awful truth—"thy race
is run!"
His sun once set—its bright effulgence
gone,
All, all is darkness—as it ne'er had
shone!
Yet not for ever is man's glory fled,
His name for ever, 'numbered with the
dead,'
Like yon bright orb, the immortal part
of man
Shall end in glory, as it first began—
Like Him, encircled in celestial light,
Shall rise triumphant 'midst the shades
of night;
Her native energies again resume,
Dispel the dreary winter of the tomb;
And, bidding death with all its terrors
fly,
Bloom in perpetual spring through all
eternity.

The two following *jeux d'esprit* also
appeared in the *North Georgia Ga-
zette*:

"*Advertisement*.—For sale by auc-
tion, by Nicholas Knockdown, at the
Observatory, on the coldest day in Ja-
nuary next, a quantity of nank-en, the
property of a gentleman who expected
to get into the Pacific in September
last.

"* Flannel and furs will be gladly
taken as part payment."

"*A Pun*.

"The commander exclaim'd, 'What a
fine thing is *peat*,
For making a fire and giving out heat;'

'That's true,' replied Furelad, who by
it was seated,

'I strongly advise you to have it re-
peated.'"

Such were the innocent and rational
amusements by which our enterprising
countrymen beguiled the tedium of an
Arctic winter in a spot where man never
wintered before. The cold was such as
reduced the men to a state of stupefac-
tion similar to that of intoxication.
The fourth of November was the last
day the sun was seen about the horizon;
the sea to the southward presented one
unbroken surface of ice, over which ex-
cursions of one or two miles distance
were made; all around was bleak and
dreary, and the only indication of
the presence of man was the
smoke that issued from the spot
where the ships lay—a death-like
stillness prevailed, interrupted only by
the voices of the crews. The distance
at which sounds were heard in the open
air, during the continuance of intense
cold, seems almost incredible. Captain
Parry says, people have been distinctly
heard conversing in a common tone of
voice at the distance of a mile; and he
"heard a man singing to himself, as he
walked along the beach, at even a
greater distance than this." Another
circumstance occurred scarcely less cu-
rious: the smell of smoke was felt so
strong at a distance of two miles, lea-
ward of the ship, that it impeded the
breathing. On the 15th of February,
the thermometer was at 55. below
zero. This was the most severe cold
during their way in Winter Harbour;
and, although the officers amused them-
selves with freezing mercury and beat-
ing it out on an anvil, (such was the in-
tensity of the cold) yet "not the slight-
est inconvenience was suffered from ex-
posure to the open air, by a person well
clothed, as long as the weather was per-
fectly calm." During the winter, a
house erected on shore for scientific pur-
poses caught fire by accident. A ser-
vant of Captain Sabine, in his endea-
vours to extinguish it, exposed his
hands in the first instance to the opera-
tion of considerable heat; he after-
wards remained in the open air in much
distress of mind, at having been, in
some measure, the involuntary cause of
the accident, and was almost unconsci-
ous of the effects of a temperature of
43. to 44. below zero of Fahrenheit,
upon his naked hands. He was at
length noticed in this situation, and
sent on board.

His hands presented a strange ap-
pearance; they were perfectly hard,

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inflexible, colourless, possessing a de-
gree of translucency, exhibiting more
the external character of pieces of
sculptured marble, than those of ani-
mated matter. They were immediately
plunged into the cold bath, where they
continued for upwards of two hours ere
their flexibility was completely reco-
vered: the abstraction of heat had
been so great, that the water in contact
with the fingers congealed upon them,
even half an hour after they had been
immersed. During the cold application,
a considerable degree of re-action took
place, attended by acute pain, from
which the patient became so faint and
exhausted, as to necessitate his being
conveyed to bed. In less than three
hours, very active inflammation had su-
pervened, extending high up the arm,
and soon afterwards each hand, from
the wrist downward, was inclosed in a
bladder, containing upward of a pint
of viscid serous fluid. There were,
however, three of the fingers of one
hand, and two of the other, in which
this vesication did not form; they con-
tinued cold, and perfectly insensible;
and whilst arterial action was power-
ful, as far as the first joints of these
fingers, the vessels of their extremi-
ties were in a perfect state of collap-
sion. During the employment of anti-
phlogistic remedies to reduce the inflam-
matory symptoms, various stimuli were
used ineffectually, to restore animation
to the fingers: when the inflammation
began to subside, a separation took
place between the dead and the living
parts, and eventually the amputation
of them became necessary.

Some of the seamen, weary of the
monotony of remaining so long cooped
up, set out on a ramble to a considera-
ble distance and lost their way.
One of these, whose name de-
served recording, Peter Fisher,
scratched the initials of his name on
a stone, and, though absent four days,
returned quite in good health. When
asked what he had lived upon during
his absence from the ship, he replied,
"lived upon, why the Duke of Wel-
lington never lived so well. We had
grouse for breakfast, grouse for dinner,
and grouse for supper, to be sure."

Here the crews remained until May,
when they began to cut the ice round
the Hecla, which was got afloat on the
17th of that month. In the beginning
of June, Captain Parry, accompanied
by some of the officers and men, set out
on a journey across Melville Island (so
called by himself on discovering it) and
returned on the 15th by a different

route; game was less abundant in the
interior than near the shore; but as the
weather got warmer the sportsmen be-
came more successful, and during the
period of nearly twelve months that the
ships wintered there, three musk oxen,
24 deer, 68 hares, 53 geese, 59 ducks,
and 144 ptarmigans were obtained.

Capt. Parry had now penetrated to
the North-west as far as latitude 74.
26. north, and long. 113. 46.; he first,
however, made an accurate survey of
the new region he had discovered,
which will be found laid down in our
Map under the name of the North Geo-
rgan Islands, with the names given to
them, as well as to the harbours, &c.
by Captain Parry. Having traced the
ice from the longitude of 114. to that
of 90. without discovering any opening
that promised a hope of penetrating to
the southward, Capt. Parry determined
to return to England. In his course he
made a general survey of the western
coast of Baffin's Bay. He also opened
a communication with some Esquimaux
who lived near the river Clyde (see the
Map), and bartered several articles with
them. They were strictly honourable
in their dealings, and of mild habits;
they were short of stature, and did not
differ from the Esquimaux in general.
Their tents, which compose their sum-
mer habitation, were principally sup-
ported by a long pole of whalebone
fourteen feet high, the covering of
which was formed of skins.

The grown-up females, says Captain
Parry, in his Narrative, measured from
four feet ten to four feet eleven inches.
Their features were regular; their
complexions clear, and by no means
dark; their eyes small, black, and
piercing; teeth beautifully white and
perfect; and although the form of their
faces is round and chubby, and their
noses rather flat than otherwise, their
countenances might, perhaps, be con-
sidered pleasing, even according to the
ideas of beauty which habit has taught
us to entertain. Their hair, which is jet
black, hangs down long and loose about
their shoulders, a part of it on each
side being carelessly plaited, and some-
times rolled up into an awkward lump,
instead of being neatly tied on the top
of the head, as the Esquimaux women
in most other parts are accustomed to
wear it. The youngest female had
much natural bashfulness and timidity,
and was considered to be the only
unmarried one, as she differed from the
other three in not being tattooed upon
the face. Two of them had their hands
tattooed also, and the old woman had a

few marks of the same kind about each wrist. None of the men or children were thus distinguished.

The dress of the men consists of a seal-skin jacket, with a hood, which is occasionally drawn over the head, of which it forms the only covering. The breeches are also generally of seal-skin, and are made to reach below the knee, and their boots, which meet the breeches, are made of the same material. In this dress there was little difference from that of the other Esquimaux, except that the jacket, instead of having a pointed flap before and behind, as usual, was quite straight behind, and had a sort of scollop before in the centre. In the dress of the women, there was not so much regard to decency as in that of the men.

On the 9th of September, Captain Parry took leave of his new acquaintance, and directed his course home. On the 29th of that month he landed at Peterhead, a sea-port town of Scotland, with Captain Sabine and Mr. Hooper, and set off in the coach to London, where they arrived on the 3d of November.

Of all the voyages to the Arctic Regions, that of Captain Parry was the most valuable, and it gave him confident hopes of ultimate success. The discovery of an outlet from Baffin's Bay into the Polar Sea, and the circumstance that the sea was studded with numerous islands, were highly cheering, although experience has long since proved that the navigation of the Polar Sea can never be performed with any degree of certainty.

Scarcely had Captain Parry returned and arranged his Narrative for publication, when new expeditions were planned. Captain Parry had suggested that the new attempt should be made along the coast of America, and endeavouring to enter from the Atlantic to the Polar Sea through Cumberland Strait, Sir Thomas Rowe's Welcome, or Repulse Bay. One advantage such a course offered was, that the contiguity of the land would afford great facility for preserving the lives of the crews in case of serious or irreparable accidents happening to the ships. These suggestions were attended to by the British Government, and Captain Parry was sent out to ascertain the North-Polar passage, in the direction he had suggested. Earl Bathurst thought it might not only be serviceable to the intrepid navigator, but desirable for the benefit of geographical and hydrographical science, to ascertain the actual

position of the mouth of the Coppermine River, and the trending of the Polar Sea to the eastward of it. With this view Capt. Franklin, who was with Capt. Flanders and Capt. Buchan in their voyages, was sent out on an overland expedition for that purpose.

CAPTAIN FRANKLIN'S EXPEDITION.

If the naval expeditions towards the North Pole have been more perilous, they have not exceeded in personal suffering and fatigue that of Captain Franklin, of which several particulars have appeared in the MIRROR. In No. 26, we gave a memoir of this distinguished officer. In No. 27, we inserted an account of the Dog-rib Indians discovered by him, with an engraving; and this was followed in No. 31, by a view of the Falls of Wilberforce, with a description. Our notice will now therefore be principally scientific.

Neither the route to be observed, nor the object to be attained by Captain Franklin, were new projects, for in the years 1769, 1770, 1771, and 1772, the Hudson's Bay company sent out Samuel Hearne on three successive journeys to the Northern Ocean, "for the discovery of the Coppermine River, a northwest passage, and other purposes." His first expedition, commencing Nov. 6, 1769, was terminated in a month, the natives robbing and deserting him. His next essay was commenced on the 23d of February, 1770, when he tardily pursued his course until the 11th of August, where having broken his quadrant, he again returned. The third journey was begun in December, 1770, when Mr. Hearne, pursuing a more westerly course, reached the Coppermine River on the 14th of July, 1771, which he relates to be full of shoals and falls, hardly navigable for a boat, and that it empties itself into the sea over a ridge or bar. Some of Hearne's conjectures, and a Cape called by his name, will be seen in our Map.

In the years 1789 and 1793 Mackenzie, whose name will also be seen in our Map, made some voyages from Montreal with a similar object as Hearne, but he went almost entirely by sea. He embarked June 3, 1789, at Fort Chepeywan, in lat. 58. 40. N. long. 110. 30. W. navigated the lake, the Pearce River, Slave Lake, and down Mackenzie River to the sea, so rapidly with the current, that he reached the ultimate point of his journey on the 12th of July. Here he landed on the 12th of July, at lat. 60. 7. and dis-

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covering nothing but ice extending from South-West to the Eastward, he returned.

Captain Franklin, accompanied by Mr. Hood and Mr. Back, two midshipmen, and Dr. Richardson, as surgeon, left England on the 23d of May, 1819, and reached York Factory on the shores of Hudson's Bay on the 30th of August. On the 9th of September, Captain Franklin and his party embarked, and going about 690 miles by water, reached Cumberland House on the 9th of October. As it would lead us too far to dwell on this expedition, we shall merely give an itinerary of its course. Though now winter, he set out over land, and performing a journey of 857 miles with the thermometer, sometimes 50. below zero, arrived at Fort Chepeywan on the 26th of March, 1820. Nothing could exceed the misery of travelling, not only from cold, but from hunger and fatigue. On the 18th of July, the whole party left Fort Chepeywan for the northward, in the hope of reaching Coppermine River before the winter set in; but numerous impediments prevented their getting so far, and they were obliged to fix their winter quarters on the 20th of August at a place about 550 miles from Chepeywan, at Fort Enterprize, in lat. 64. 28. and long. 113. 6. W.

The Canadian voyagers who accompanied the expedition, and who, when at the Company's forts, have eight pounds of animal food each per day, got disheartened when they had but one scanty meal a day, and that of but a few ounces of fish or deer's flesh. They were therefore compelled to content themselves for this season with making an excursion to the head of the Coppermine River, in Point Lake, about sixty miles to the northward. While they remained here, the thermometer was sometimes 57 degrees below zero, and the party destitute of ammunition, and their blankets, &c. all being spoiled, it was determined that Lieut. Back should return to Fort Enterprize to obtain supplies. This journey was performed on foot between the 18th of October and the 17th of March, when he returned to his friends, having during these five months travelled 1104 miles in snow-shoes, and had no covering at night in the woods but a blanket and a deer-skin, although the thermometer was frequently at 40, and once 57 degrees below zero, and sometimes passing two or three days without food. On the 14th of June the ice

was considered as sufficiently broken up to admit of its being navigated by canoes. They then set out, and arriving at the Copper Mountains, near the foot of which the river flows, the canoes stopped to allow a party to land. At this spot the Indians determined to quit the party. Some of the Canadians also wished to return; they were alarmed at the idea of launching on an icy sea in bark canoes; and indeed it was a perilous enterprise, and such as none but British seamen would have risked. However, on the 21st of July, 20 people, of whom 15 had never seen salt water, launched upon the rough and chilly hyperborean ocean, in two miserable birch bark canoes, with no more than fifteen days consumption, and with a voyage before them of 1200 miles at the least. In these canoes Captain Franklin navigated the Polar Sea, round Cape Turnagain, as will be seen by a reference to our Map. The return was attended with greater hardships than the journey; and their sole food for several days was *tripe de roche*, a species of lichen, which grows on the rocks, or dried skins; however, on the 14th of July, 1822, Capt. Franklin arrived at York Factory, and thus terminated his long, fatiguing, and disastrous travels by water and land, including the navigation of the Polar Sea, of five thousand four hundred and fifty miles. We have no room to dwell on this journey, but shall insert a brief notice of the snow-houses of the Esquimaux at Fort Churchill, as Captain Parry met with similar ones in his last voyage. Captain Franklin says,

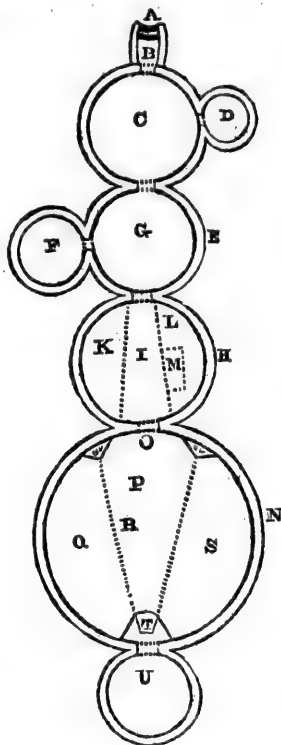
"The winter habitations of the Esquimaux, who visit Churchill, are built of snow, and, judging from one constructed by Augustus to-day, they are very comfortable dwellings. Having selected a spot on the river, where the snow was about two feet deep, and sufficiently compact, he commenced by tracing out a circle twelve feet in diameter. The snow in the interior of the circle was next divided with a broad knife, having a long handle, into slabs three feet long, six inches thick, and two feet deep, being the thickness of the layer of snow. These slabs were tenacious enough to admit of being moved about without breaking, or even losing the sharpness of their angles, and they had a slight degree of curvature, corresponding with that of the circle from which they were cut. They were piled upon each other exactly like courses of hewn stone around the cir-

cle which was traced out, and care was taken to smooth the beds of the different courses with the knife, and to cut them so as to give the wall a slight inclination inwards, by which contrivance the building acquired the properties of a dome. The dome was closed somewhat suddenly and flatly by cutting the upper slabs in a wedge-form, instead of the more rectangular shape of those below. The roof was about eight feet high, and the last aperture was shut up by a small conical piece. The whole was built from within, and each slab was cut so that it retained its position without requiring support until another was placed beside it, the lightness of the slabs greatly facilitating the operation. When the building was covered in, a little loose snow was thrown over it, to close up every chink, and a low door was cut through the walls with the knife. A bed-place was next formed, and neatly faced up with slabs of snow, which was then covered with a thin layer of pine branches, to prevent them from melting by the heat of the body. At each end of the bed a pillar of snow was erected to place a lamp upon; and lastly, a porch was built before the door, and a piece of clear ice was placed in an aperture cut in the wall for a window.

"The purity of the material of which the house was framed, the elegance of its construction and the translucency of its walls, which transmitted a very pleasant light, gave it an appearance far superior to a marble building, and one might survey it with feelings somewhat akin to those produced by the contemplation of a Grecian temple, reared by Phidias; both are temples of art, inimitable in their kinds."

Of one of these houses the following is a correct ground plan, with explanatory references to all the apartments in an Esquimaux mansion:

A. steps; B. porch; C. passage; D. for the reception of the sweepings of the house, a sort of Esquimaux dust-hole; E. F. G. antechamber, or passage; H. cooking-house; I. passage; K. for piling wood upon; M. fire-place built of stone; L. cooking-side; N. house; O. door; P. clear space in the apartment; *a. d.* a kind of shelf where the candle stands; and *b. c.* a pit where they throw their bones, and other offal of their provision; Q. bed-place; S. bed-place; R. bed-side, or sitting place; T. small pantry; U. storehouse for provisions.



CAPT. PARRY'S LAST VOYAGE.

We are far from depreciating the talents of Captain Parry, when we state that his last voyage was the most abortive attempt ever made to discover the North-west Passage. Indeed we were surprised that it should have been selected, as ice is always more frequent near the coast than the open sea. However, it was recommended by both Captain Parry and Captain Franklin, as a probable means of reaching Behring's Straits.

The incidents of the voyage are few. It was on the 10th of May, 1820, that Capt. Parry, in the *Fury*, and Captain Liddon, in the *Hecla*, sailed from the *Nore*. The voyage outward was fair and prosperous: the vessels passed up Hudson's Straits, and keeping near the land to the South, explored the west towards Repulse Bay. After proceeding west to 86. of longitude, and 69. 48. north latitude, which was the highest point they gained, they wintered at a small island, in 82. 53. west longi-

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tude, and latitude 66. 11. north, which they called Winter Island. (*See our Map.*)

A canal was cut in the new formed ice, and the ships properly placed by the 10th of October about a quarter of a mile from the shore. They were soon afterwards frozen up and snugly housed over, and otherwise prepared for the winter, which now set in very fast; the land was covered with snow and deserted by almost every animal, excepting foxes and bears. The recreations and amusements now became so regular, that the history of a single day may suffice for the whole winter. "At seven o'clock in the morning," says an officer on board, "we got up, at eight breakfasted, at nine mustered on deck; the rest of the forenoon was generally spent in visiting our fox traps, of which almost every officer contrived to have one. This amusement lasted till Christmas, or in walking over the snow. At one, p. m. dined; the afternoon was spent by some in sleep, others reading, or playing chess, backgammon, or cards, till five o'clock, when we took tea; at six attended muster, reading or writing until eight, when we supped; after that continued in general conversation over a glass of grog and a segar till bed time."

During the autumn of 1821, Captain Parry had explored Repulse Bay, which he found very correctly laid down by Middleton, Sir Thomas Rowe's Welcome, Middleton's Strait, &c. On the east side of Southampton Island, a large bay was discovered, which being entered on the Duke of York's birth-day, was named after him; but no inlets could be discovered into the Polar Sea. At Winter Island the ships were frozen up from the 8th of October, 1821, to the 2d of July, 1822; the vessels were within a few hundred yards of each other, but their amusements were less social than on their former voyage. The lowest temperature was 35. below zero.

In April, the ships were so unfortunate as to lose a man, who was killed by a fall from the mast head. In May and June, a canal was cut to the sea, a distance of 2000 feet, through ice from four to six feet thickness. In that time the *Fury* lost two of her men; one died of a pectoral complaint, who had been ill ever since we left England; and the other of inflammation in the bowels. On the 2d of July, the ships got out to sea, and followed the Coast to the North-westward, or Northward, meeting much ice

drifting the Southward, which impeded the passage very much, and once or twice gave the ships some severe squeezes. On the 16th they came to a large bay, in latitude 69, a little to the Eastward of Winter Island, in longitude —: in it were several islands, one of which was inhabited by natives. They agreed with a chart drawn by one of the women at Winter Island, which had also a straight leading to the Westward into a large open sea; and which, they said, was only two days' journey across the land from Repulse Bay. The West side of the Bay they could not approach on account of the ice, until the end of August, when it broke away, and Capt. Parry proceeded up a Strait about 60 miles, until he came to heavy ice, which had not broke up. Parties were sent away to the Westward over the ice, but the farthest extent they could reach presented nothing but a sea totally covered with ice.

Capt. Parry steered along the coast to the north, but could not penetrate farther than the longitude of 82. 50. and latitude 69. 40. Several inlets were explored, but none of them afforded a passage, and the ships passed a second winter near a small island, in 81. 44. west longitude, and latitude 69. 21. north, which is pointed out in our Map. The ships were moored about a mile distant from each other, where they remained locked in the ice from the 24th of September, 1822, to 8th of August, 1823. They had previously entered a strait leading to the westward, in hopes of an entrance, but were stopped by the ice; and after remaining a month waiting for its breaking up, which was not the case, but on the contrary, beginning to freeze more severely, they took up their winter quarters.

When released from the ice last September, Captain Parry determined to return home, and after a very boisterous passage, in which the ships had nearly been lost, both vessels arrived at Lerwick, in Shetland, on the 10th of October; on the 16th they reached Whitby, where Capt. Parry, Lieut. Hoppner, and the Rev. Mr. Fisher, the Chaplain, proceeded to town, where they arrived on the 18th of October, to the great joy of their countrymen, who had despaired of their return.

Such is a brief summary of Captain Parry's last voyage, and it was necessary to complete our history of North Polar expeditions, which we trust will be found to be a clear, connected, and

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intelligible narrative; and, with the aid of our Map, will exhibit all the discoveries that have successively been made from the time of Baffin to the present day. We know we might have amplified the subject much, but we were determined to give the whole in one number, and we shall now occupy the small room left us, by a few anecdotes connected with Capt. Parry's last voyage, for which we confess ourselves indebted to the *Literary Gazette* and the *Literary Chronicle*, the only Journals in which any thing interesting on the subject has appeared. During the wintering of the vessels they were visited by some tribes of Esquimaux, who do not materially differ from the Esquimaux noticed by Capt. Franklin, and other navigators; indeed, the description we have already quoted would serve for them.

They came down in the usual manner of savage tribes, by an unexpected movement, uttering a loud and shrill shout, advancing closely upon the ships, armed with bows and arrows, and formed in straight lines of 40 or 50 each. Behind them were their dogs and women, with canoes and sledges. The frankness of communication observed towards natives in their situation was practised towards them. Capt. Parry and some of his principal officers, not more than four or five in number, advanced towards them, armed, but with demonstrations of friendship and confidence. They were well received, and a mutual good understanding was the consequence. They then came towards the ships without hesitation entirely unarmed, one of them carrying an old man on his back; on coming on board, they looked round, either with the most stupid indifference, or were struck dumb with astonishment, as they had never seen a ship before, nor indeed a man, besides their own race. They exchanged any thing they had for whatever was offered them, and received presents with extreme delight, jumping and shouting in the most hideous manner when any thing was given them.

They are peaceable and good-natured, exhibiting marks of considerable intelligence, but without any signs of a knowledge of the Supreme Being. An Esquimaux bespeaks his wife when a child, and has a feast when he marries her. Their funerals are, as may be expected, simple, the body being interred either in the snow, or in a trench dug in the ground. Polygamy is allowed among the Esquimaux.

They often eat raw flesh, but sometimes cook it.

One day an Esquimaux brought to the Hecla, a deer's head, which had just been taken from its body: one of the crew purchased it, and asked the ship's carpenter for a kettle to boil it in, for the purpose of getting the flesh off easily, in order to preserve the skull: the kettle, having had gas-tar in it, required cleansing, but, from some unaccountable mistake, the head was put in and boiled without that necessary preparation; the stench arising from the tar annoyed the whole of the ship's crew, and as it was conceived by the owner of the head that it was unfit for his purpose, he gave it back to the person he bought it of, when the latter gorged the flesh with ravenous appetite, and seemed to relish it as much as if boiled in a clean utensil.

Notwithstanding the rude habits of the Esquimaux, and their seclusions from all civilized society, they are still an ingenious people, and their clothing and implements display considerable skill in the manufacture. Among the specimens brought home are jackets with hoods, and trowsers with boots, the former of seals' and bears' skins, and sewed with great strength and neatness, their needles being made of bone, and their thread of mosses. The upper garment resembles a smock-frock, with a tapering skirt, and has a hood, in which the women carry their infants; but the dresses of the men have the hood also, and the trowsers and boots are alike for each. In very severe weather the natives wear a double set of garments, the furs being next the skin and outwards—the fleshy sides of the two hides coming together. They use immensely long whips, with great dexterity, made of hides, and plaited extremely well; the thongs are as thick, at the large end, as a man's thumb, tapering off gradually, and terminating with a single lash of the same material. The children have them for their amusement, and the whole tribe crack their whips in a style superior to French postillions. To try their skill in manufacture, a piece of lignum vitæ was given to one of them to make eye-shades, a kind of screen for the eyes, in some degree resembling spectacles in shape, but with mere crevices to look through. The artist soon returned the eye-shades, neatly inlaid with ivory, much to the satisfaction of his employer. From children they are accustomed to use the bow and arrow, and are consequently

dexterous archers. The bows are formed of two pieces of horn tied together in the centre, and their spring given by the lashing on of the sinews of the reindeer; the arrows are made of wood, of which also some of their spears are formed, but wood is extremely scarce, and a majority of their spears are formed out of the horn of the narwhal, or sea unicorn. The sharp points of their instruments are generally made of a hard kind of stone or slate. Of the spears we have seen, one is of wood, with three prongs of bone, for striking fish below the ice, and is skilfully contrived; and another is the horn of a narwhal reduced to a convenient thickness for handling.

From the above it appears that they entertain a belief in certain spirits or superior beings; but their notions concerning them are extremely rude and vague. This was displayed by the Angekok or Conjuror, of whom we have spoken. This great man was, after much entreaty, prevailed upon to exhibit his supernatural powers in the Captain's cabin of one of the ships. He was accompanied by his wife, and began his operations by having every glimpse of external light carefully excluded. Still the fire emitted a glimmering, and this was covered with a thick mat; so that at length all was utter darkness. The Angekok then stripped himself naked, and lay down upon the floor, and pretended that he was going to the lower regions where the spirits dwell. His incantations consisted of hardly articulate sounds, not appearing to have any meaning attached to them, but to be the muttering and whining of strange syllables. He also practised a kind of ventriloquism; and modulated his voice so as to give it the effect of nearness and greater distance, in the depths to which he wished it to be believed he had descended. This farce lasted about twenty minutes; and on the re-admission of light, the actor gave an account of his adventures, and of what the spirits had told him. As a proof of the truth of his facts and the reality of his colloquies, he produced several stripes of fur which one of the spirits had fastened on the back of his skin-coat since he went down—which, indeed, his wife had been busily stitching on during the dark performance. Yet, by such fables and impostures he maintained his sway over his ignorant countrymen, who implicitly credited his inventions and powers. The latter were consequently invoked upon all import-

ant occasions. Thus, for example, when they became scarce, or rather when the evil genius took away from the waters and the earth to her caverns beneath, the animals which constitute the principal food of the Enuee, our Angekok was employed to bring them back again. This he accomplished, agreeably to his own story, by the following means: He called to his assistance Torngak, his familiar and a friendly spirit, in company with whom he journeyed to the realms below, to combat with the evil genius. With this aid, and by his own address, he vanquished the enemy, and forced her to submit to his decrees. He then cut off the lower joints of her four fingers, and immediately the bears were released, and found their way to the upper regions. His next operation was to cut off the second joints, by which the seals were liberated. The excision of the upper joints performed a like service for the walrus; and finally, by amputating the hand, the whalers were freed to revisit the shores of the Esquimaux.—To substantiate the truth of this grand exploit, the bloody knife with which the deed had been done, is produced, and the re-appearance of the bears, seals, walrus, and whales, infallibly follows.

The Esquimaux had several dogs, of which we reserve an interesting account for a future Number.

Nothing excited so much surprise to the Esquimaux as the loadstone and a scaramouch, which one of the sailors had. To see the loadstone attract needles, was an object of unceasing surprise, while the dancing of the scaramouch, when they pulled the string, was a source of never-failing delight.

The Esquimaux, who in the beginning of the intercourse were very reserved, soon became communicative, particularly the women, with whom chastity is not a virtue.

These females are not, it is true, the most lovely objects in nature. Their features are disagreeable, and they have long and harsh, but exceedingly black, hair. We have been shown a map drawn by one of them, (a remarkable instance of intelligence), in which she represents two islands to the north of the second winter's position of the ships, and others in different directions, giving rather sonorous names to them all. The nearest on the north is several days' journey across; and the roaming of the Esquimaux tribes is confined to these islands, as

they never venture upon the continent. Every family has a sledge, and generally five or six dogs, with which they travel with great ease, and hunt.

They say that their race originally sprung from a beneficent female spirit; and that from another wicked female spirit are descended the other three creatures who inhabit the earth, namely, the *Itkali*, or Indians; the *Cablunæ*, or Europeans; and (after long hesitation before they would express it) the *Dogs* which they drive! The *Itkali* they abhor, and speak of as murderers, who never spare their tribes. Of the *Cablunæ* they had only heard by report, never having seen a European till they encountered those in the *Fury* and *Hecla*; but it is clear, from their classing them with the Indians and Dogs, that they have no very exalted idea of their virtues.

With their own appellation of Esquimaux they are not acquainted, but call themselves *Enuce*. The other name is understood to be a term of reproach, meaning "Eaters of raw flesh."

During the wintering of the ships, the land and the ice appeared one snowy and desolate surface; a few sea-fowl, similar to those of southern latitudes, were occasionally seen; the white bears were also now and then observed prowling upon the ice, and these animals and seals afforded, as often as they were approached, some excellent sport for the sailors in the limited rambles which they were allowed to enjoy from the ship, and the few huts which were constructed for greater convenience around them. The flashing of the *Aurora Borealis* was constantly as low as the horizon. The scientific department of the expedition was closely prosecuted during the winter season. Observatories were erected near each ship, and we understand some important improvements, or, more properly speaking, new opportunities of developing the data of astronomical investigation, have been accomplished by Mr. Fisher, of Cambridge, and the other gentlemen employed in that interesting part of the expedition, from the new situation in which they pursued their ingenious and useful inquiries. The crews, during the whole of the voyage, were always governed by excellent discipline, and directed with good feeling and temper; the great use of exercise and employment were practically pursued by every means which could be resorted to in such a situation, and the result was most satisfactory. The instructions

to the sailors to prevent their being frost-bitten were simple—they were merely to look each other constantly in the face, and when a livid spot was observed, instantly to resort to the obvious mode of promoting the circulation by friction, which was always effectual. The Esquimaux uniformly observed this practice among their own tribes; and when our sailors had the opportunity of opening a communication with them, they had the opportunity of profiting by their practice: for the natives always got rid of the livid spots by an easier friction than our sailors, owing to the greater impression which their hands, saturated by oily ingredients, made upon the local injury.

Independent of the hydrographical and geographical results of this expedition, it has made some important addition to the science of natural history: the collection brought home is extensive and curious. Several of the sailors have brought curious and perfect specimens of the sea horse, the sea unicorn, (to give the sailors' application to that singular fish) a white fox, and several fowls of the partridge, penguin, and duck species. They have also brought with them specimens of the different articles of dress, implements of work and of war, (if well pointed stone spears and bows and arrows deserve that character), used by the natives, as well as canoes of whalebone, covered with seal skin and paddles, in which they navigate the icy currents. There is something singular in their bows, which instead of being used by drawing the concave sides closer, are drawn at the convex side, and there is a sort of strengthening stay at the centre of the concave side of the bow, which fits the instruments for that mode of applying its power. Several curious specimens of the mosses of these icy regions have been also brought over; their plants are stunted, and not remarkable for any particular novelty.

For a more particular account of these, as well as of several other interesting subjects connected with the expedition, we must wait Captain Parry's own Narrative of the Expedition, which is expected to appear before Christmas, when we shall lose no time in making our readers acquainted with its contents.

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